

CAB DEPOTS.—Cab-stands are nuisances; dirty cabs are nuisances; but the worst nuisance of all is an uncivil and extortionate driver. Let us see how we can remedy all this. In the first place start a cab company at a fare of 4d. or 6d. per mile; the first price, if a profit can be made at it, will pay best. Let the company engage and pay their drivers weekly wages. Let them take livery stables opening into the principal streets and thoroughfares, and indicate them by day and night signals. Let every station or stables have a stable-master or manager; and against the office wall paint up a square table with the fare from that station to every leading place in London in miles and half-miles. The person wanting a cab goes to the nearest station, says where he wishes to be driven to, refers to the table, and pays the fare to the station-master. The empty cab goes to the nearest station to that point at which the fare is put down, or back again, as the station-master directs. The company is thus directly responsible for any mismanagement, and could not be robbed by their men, as the station-masters would be required to keep a tabulated book, in which every fare would be entered, with the cab-driver's number, &c., the hour and minute of driver's exit and return, &c., which would afford a constant check upon master and man. I venture to say, if this system was properly conducted, the cab company would find their greatest difficulty would be to supply the public demand upon them.—E. J.

DODENHAM CHURCH, WORCESTERSHIRE.—About a mile beyond Bradwas, on the right hand side of the road, stands the little chapel of Doddenham, which reminded me of a saying of Charles II., who, when in discussion on the apparent unity of Christians, was wont to declare that he knew of no "visible church" except that of Harrow-on-the-Hill. Doddenham chapel would have formed no exception to the rule laid down by the witty monarch, for indeed it is "invisible, or but dimly seen" through the trees by which it is surrounded; and were it not for the sheet-iron, or whatever other metal it is, with which some artistic chapel-warden has encased the little spire, it would probably be passed by unnoticed. The chapel is like a small barn, being as it were a mere shell of a building. The roof is open to the tiles, and one can see up from the pavement of the church, through the old oak frame-work of what must be denominated the tower, into its pyramidal continuation, which I have designated by the name of a spire. The walls are as old as the period of the Conquest, as attested by the masonry and the small and plain Norman lights. The band of the "improver" has been busy even here: a window in the north wall has been cut into a very peculiar shape; the heads of other windows and of the door have been made square, the latter having wooden jambs and top, and the old inscriptions on the walls are now hidden beneath plentiful lavations of whitewash. There is here a round massive font, ornamented with the chevron, being probably of the same date with the chapel.—*A Rambler, in Worcestershire Chronicle.*

BOOKKEEPING: A JUDGE'S ADVICE TO BUILDERS.—In a recent case of importance in the Court of Bankruptcy, the judge made some remarks on the keeping of books, amongst builders chiefly, which merit attention, and which at all events it is our duty to read the judge in bringing before those to whom his remarks chiefly referred. "There is much reason to fear," said his lordship, "that the standard of commercial morality must be of small estimation in the sight of many when we discover that the most obvious and necessary duty of a trader's life, I mean the obligation of keeping a methodical record of all his dealings, is so constantly neglected. It is a matter of almost daily occurrence when a trader becomes bankrupt, to find that his books have been badly kept, or, if well kept up to a certain point, that they are greatly in arrear, the most important of all, a cash-book, being oftentimes altogether wanting; and among large traders my experience leads me to think that this happens most frequently with builders. The consequence is serious both to the bankrupt and to creditors."

say, from high authority, that 'the business of book-keeping is extremely easy when once the accounts are properly arranged;' but it admits no cessation: the work must be continuous: it cannot with safety be laid aside and resumed at pleasure; and a trader may realise to himself an almost indubitable certainty that sooner or later certain and unavoidable punishment or loss will attend the breach of this duty, while nothing is likelier to keep a man within compass than the constantly having before his eyes the state of his affairs in a regular course of account. * * * Subjection to method and rule is the first thing to which the trader should frame himself, and, though for a time it may prove constraining, yet by degrees, and from experience of its happy effects, it becomes natural and agreeable."

MEDIAEVAL MODELLERS.—At the annual meeting of the Sheffield School of Design, Dr. Branson, in moving a vote of thanks to Mr. Young Mitchell and the assistant masters, said, with reference to an appeal to nature for designs,—"In the chapter-house of York Minster, designs from objects in nature were introduced most skillfully, arranged with all the perfection of artistic principle; and there were found certain very remarkable evidences of the study of nature. They there found the oak, the ivy, the thorn, the maple, and the strawberry, carved in the decorations almost as though they were living plants. Although he did not know much about their modes of instruction in design in those days, there was a curious circumstance connected with this chapter-house, which might throw some light upon the way in which they worked. He had been given to understand on what he considered good authority, that there existed some records connected with the Minster, and among them a curious bill, in which there were items for clay for modellers, and for leaves and plants for modellers, leaving every reason to suppose that they modelled the part to be decorated, and then twisted around it the living plant or ornament, thus giving a life and spirit to the work which could only be attained by similar means."

SOCIETY OF ANTIQUARIES.—On Thursday evening last week Lord Londesborough communicated to the president a letter from Mr. C. R. Smith respecting some antiquarian researches recently made in Yorkshire under his lordship's auspices. The report included an account of a Roman bridge over the river Cock, at its junction with the Wharfe or Wharve at Grimston, near Tadcaster, the Caesaria of the Romans. This bridge, which is in a very perfect condition, has hitherto been unnoticed by antiquaries and topographers, although the antiquities of the immediate neighbourhood have been often explored. It is a single arch of a 12-foot span of very solid masonry, the stones of the foundation being particularly large, and on one side extending along the margin of the river several yards. On some of these stones, masons' marks occur.

PAVING FOR CATTLE STALLS.—At a meeting of the Highland Agricultural Society, held last week, Mr. Maxwell, before the commencement of the discussion, called the attention of the meeting to specimens of grooved bricks for laying the floors of cattle stalls, invented and manufactured by Mr. Forbes at the Newark brickworks, near Ellon, in Aberdeenshire. Their peculiarity consisted in the bricks being slit in the surface and grooved in the centre; the grooves communicating with a larger brick of similar construction, on the principle of a main drain, which receives their contents, and forms the grip or gutter. He mentioned that he had received from Sir John Forbes, and various practical farmers in Aberdeenshire, statements certifying the advantages of the invention in point of cleanliness, economy of litter, and comfort, and that he understood the bricks were sold at the kiln at 8s. per 100, 160 being sufficient for four animals.

PORTLAND CEMENT SLABS.—The great Cement slab exhibited by Robins and Co. of Great Scotland-yard, has been presented to the Royal Commissioners, and by their orders has been placed in front of the Achilles statue in Hyde Park.

LEE DRAINAGE.—We have received from Mr. J. Bailey Denton, of Gravely, a note disclaiming the authorship of a communication on this subject in *THE BUILDER* of 15th ult., with his name appended thereto. We inserted the communication referred to on the sole responsibility of Mr. Bailey Denton, of Gravely, whom the signature appeared to us plainly to indicate; and we cannot sufficiently express our indignation at the circumstance that, by a virtual forgery, such as this appears to be, Mr. Denton's name should have been imposed upon us, to induce us to publish what Mr. Denton did not dictate, and what now appears to be quite inconsistent with his sentiments. Every one is interested in the detection of a person practising a deception of this sort. We, ourselves, have not the slightest reason to impugn Capt. Dawson's motives.

STONE AT HASTINGS.—Permit me to correct a slight mistake in the article which appeared in your last number on the building materials at the Exhibition. In that article it is stated that the "grey calcareous rock," exhibited in No. 50, and used as a building stone at Hastings and St. Leonard's, is "from Tilgate Forest." This is not the case. It is obtained from the East-cliff at Hastings, which is a part of the same formation as the Forest, the "Tilgate beds" overlying the sand and clay of the Weald. Tilgate Forest is in the northern part of the county of Sussex, and is between twenty and thirty miles distant from Hastings.—J. R.

A QUESTION.—Will you have the kindness to elicit from one of your correspondents who may be better versed in algebra than myself a solution of the underwritten example, which is taken from "Wood's Algebra," by Lund, 13th Edition, example 21, under the head of "Greatest Common Measure," viz.:—Find the Greatest Common Measure of $x^5 + 4x^4 - 3x^3 - 16x^2 + 11x + 12x - 9$ and $6x^4 + 20x^3 - 12x^2 - 45x + 22x + 12$. Answer— $x^3 + x^2 - 5x + 3$.—G. E. G.

THE TIMBER TRADE.—Owing to the unprecedented influx into London of vessels laden with foreign wood goods this season, the managers of the wood-dock establishments have found it requisite to make extraordinary arrangements, in order to provide space for the housing of the wood in the bonding premises. An excess of nearly 100 sail, with between 15,000 and 20,000 tons, had lately already arrived, and other cargoes were then expected.

MODEL COTTAGES FOR MARRIED SEAMEN'S FAMILIES.—The *Nautical Standard* suggests the formation, in addition to the Sailors' Home for single men at Portsmouth, of a number of cottages for the more deserving of the wives of seamen, to be let at a self-supporting rent. The Board of Ordnance are now adding to their two hundred cottages for families at Woolwich, and the *Standard* thinks the Admiralty might apply to Parliament for power to erect such cottages; and hopes, at all events, that it will largely subscribe towards so commendable an object.

LIGHTHOUSE AT SINGAPORE.—The *Singapore Free Press*, of 3rd October, announces the completion of a lighthouse on the Pedra Branco Rock, at the entrance to the Straits of Singapore, and called the Horsburgh Lighthouse, in memory of the late hydrographer to the India House. For this, the first light in the China seas, the mariner is indebted to Mr. J. T. Thomson, the Government surveyor, who designed and executed the work. It is a tower 95 feet in height from high water level, and built of granite. The rock on which it is built is 10 miles from land. The lantern, dome, and lighting apparatus on the Holophotal system, invented by Mr. T. Stephenson, C.E., were made in Edinburgh by Messrs. Adie, opticians, and Milne, brassfounders, in accordance with the design, and under the directions of Messrs. Stevenson, civil engineers. The workmen employed in the construction were from various countries, no fewer than eleven different languages being spoken, so that many directions had to be given by signs. The total cost of the work was about 5,400l. The light is seen at 15 miles, the curvature of the earth preventing its being further visible.